

**TRAINING SCHOOL
FOR MINERS PART
OF BUREAU'S PLAN**

**Model Mine is to be Laid
Out at the Pittsburg
Station.**

LESSONS IN MINE RESCUE WORK

**Deadly Gases Will Be Distributed
Through the Workings to Accustom
Students to Face Danger; Windber
Man Is Back of the Proposition.**

A rescue training school for miners is to be a part of the new Bureau of Mines plant. The Government will erect in Pittsburgh. Mine workers will be sent here from all parts of the country to learn the art of employing the latest and educated in the latest safety and rescue methods after which they will go back to their homes and teach their fellow workmen what they have learned. Thus in a few years every mine in the nation will be operated by men who will be able to do with any emergency that might occur. The intention is to have the nation and state co-operate.

A prominent feature of the school is to be a real mine, which will be opened on the Magee site. Of course it will probably strike no coal, but every other way it will be just like the real thing. The miners are accustomed to work and fully equipped with cages and ventilating system. Enough drifts and galleries will be constructed that it will extend several hundred feet. It will be filled with poisonous gases from the smallest of the mines so that the miners who enter it will be working under exactly the same conditions as in a gaseous mine. The danger will be real, for if one of them should remove his air helmet it would probably result in his suffocation. This is the real secret of the mine. To make the miners accustomed to working under dangerous conditions, so that when necessity arises their nerve will not fail them.

The idea of the mine came from W. R. Calverly, one of the three commissioners appointed to supervise the expenditure of the \$25,000,000 in legislation appropriated for state cooperation with the Federal Bureau of Mines. Mr. Calverly, formerly of Windber, where he was manager of the Berwind-White Coal Company, has moved to Pittsburgh and is almost daily consulting with the officials of the Bureau of Mines. He accepted the commission to mine conducted by Birmingham University, while in England some years ago and was much impressed by it.

The \$500,000 which Congress appropriated recently for the erection of the new Bureau of Mines buildings cannot become available until approved preliminary plan is submitted. As the sum was granted in Washington three years in arrears with his work it looked as if the bureau would have to wait that long before any start could be made on the construction. Then it was proposed that part of the Pennsylvania appropriation of \$25,000 be used on preliminary plans.

Mr. Calverly was so desirous of seeing a training mine in this country that he made his consent to the spending of the state money for plans conditional upon the inclusion of the mine in the plant. This the Federal officials were glad to accept to realize the benefit to be derived from it, and H. H. Hobson, the mine's architect, was commissioned to draw the plans.

"Mine rescue work is a serious busi-

**PIONEER COKE WORKER DIES
AFTER A LINGERING ILLNESS**

James Francis Boyle, one of first coke drawers in the region succumbed.

James Francis Boyle, aged 50 years, died yesterday through his connection with various coke-making plants in the Connellsville region, and during the past decade a hotel proprietor in Bradcock died Monday morning in the family apartments in the Bradcock Hotel. He had been ailing two years, but had been unable to eat about until a week ago, when he was stricken with acute indigestion.

Mr. Boyle was born near Glasgow, Scotland, March 5, 1864, his parents Mr. and Mrs. James Boyle, coming to this country when he was about four years old. The family settled in Connellsville, where Boyle was one of the first coke drawers of the Frick coke field and was connected with the Frick interests for almost a score of years. He was also connected with the plants of the American Sheet Steel Company at Connellsville for several years before coming to Bradcock about 10 years ago.

He was a member of St. Thomas' Catholic Church and Division 14, Ancient Order of Hibernians; of Bradcock Nest, Order of Owls, and of Bradcock Aerie, Fraternal Order Eagles. He married Miss Martha McNamee and she survives him with six children, Miss Mary, Miss Alice, John, Charles, Edward and Joseph Boyle. There are also his mother, Mrs. Sarah Boyle of Evanson, and the following brothers and sisters: Michael, Edward, John, Mrs. James McNamee and Miss Sarah Edward and John Boyle, all of Connellsville; Patrick Boyle of Uniontown, and Michael Boyle of Indianapolis, Ind.

LESSONS IN LOADING.

Railroads, Ships, Ships, Where Cars
Can be Saved.

Circulars have recently been issued by the railroads giving instructions for loading coal on cars. Experiments made by the Frisco system show a difference of 5,500 pounds between properly loaded cars. This indicates that the properly loaded car would load 100 pounds more than the improperly loaded car. On the Frisco system there was an average of 44,255 cars loaded per mile, working day during the fiscal year ending June 1912. If this number had been properly loaded there would have been a daily increase in the available supply of 35,000 cars.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The tariff provides that the minimum freight charge on coal shall be paid on the first 100 pounds, and on loaded cars.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

The proper loading of cars would be beneficial, in two respects: it would not only decrease the car shortage, but would increase the average number of tons per loaded car per mile and decrease the cost of shipping.

**LAUD TWO STATES
FOR GIANT STRIDES
IN SAVING OF LIFE**

Dr. Holmes of the Bureau of Mines Praises Minnesota and Michigan.

DEATH RATE GREATLY REDUCED

Operators of Both Coal and Metal Mines are Complimented for Interest Shown in Preventing Accidents, but Dr. Holmes Says Better Work Can Be Done.

A Special to The Weekly Courier.

(WASHINGTON, Dec. 3.—In a review of the work accomplished in the campaign to reduce the number of deaths in the mines of the United States, the Federal Bureau of Mines today placed the states of Michigan and Minnesota in the honorable mention column.

The report, which deals with fatalities in the metal mines of the country for 1912, shows that Michigan has reduced its total deaths by 1,000 men employed in mines from 1911 to 98 in 1912; that Minnesota has reduced its total deaths in the iron mines from 75 to 50 in the same period.

The death rate for 1912 was 1,800 men employed. Michigan was 4.34 in 1911 and 3.26 in 1912; and Minnesota 4.59 in 1911 and 2.62 in 1912.

The 28 less lives lost in Michigan represent one and one-half miners saved for every 1,000 employed and the 26 less lives lost in Minnesota represent one and one-half miners saved for every 1,000 at work.

The decreases in Michigan and Minnesota in a year's time are the most remarkable we have encountered so far," said Dr. Joseph A. Holmes, the director of the bureau today, "and were largely due to an active safety campaign during the last three years. It is indeed gratifying to note that the Lake Superior miners are meeting with justly-marked success within so short a time. It shows what may be done in other states if special efforts are made to safeguard all interests in the mining industry."

"I do not wish to be understood as saying that the death rate in Michigan and Minnesota are too low, as they should be, or as low as they will eventually become, but I do say that these two states in the year have made more real progress toward the desired goal than others in the Union, either in metal mining or coal mining, and that the credit must go to the miners in those states for their activities in behalf of safety."

"From the very first, the Bureau of Mines has noted the friendly cooperative spirit between the operators, the miners, the state inspectors and the Bureau of Mines. The aggressive and progressive manner in which all persons concerned, the desire on the part of the operators and the men to learn about the work of the bureau along safety lines, the enthusiastic, kindly greeting of the men of our bureau, the eagerness of the miners to take up the practical results and first aid training, all those were sufficiently noticeable to bring warm comments from the employees of the bureau. And the result has been so fruitful in so many less funerals, so many less widows made and so many children born in homes where life is to them. If there were less loss in the entire mining industry for the year just closing, I would point to the remarkable record made by Michigan and Minnesota."

The bureau's report on metal mining accidents in the United States in 1912 shows 1,800 men killed, 4,500 seriously injured, and 26,232 men slightly injured out of a total number of 169,159 men employed. The figures show a decrease on 34 deaths from 1911, despite the fact that Alaska with 21 fatalities is included for the first time in the 1912 report. The death rate for 1912 was 4.34 for every 1,000 employed as against 4.18 in the year 1911.

The report on metal mine accidents completes the mortality statistics for the mining industry for the year 1912 and shows in coal mining, metal mining and quarrying, a total of 12,224 deaths for 1912, as against a rate of 3.22 as against 3.62 in 1911 and a rate of 3.58 in every 1,000 employed.

HEATING A SKYSCRAPER

Woolworth Building Uses Only 20 Tons of Coal a Day.

One man, who has to suppose the cost of heating a \$6 million office building would amount to a quite tidy sum in the course of a year's time, but the superintendent of the Woolworth building is authority for the statement that it costs practically nothing, says the Coal Trade Journal. This is accounted for by the fact that, while the building is heated, the heating is merely incidental to the operation of the electric plant and involves little if any extra expense.

The building is unique among New York skyscrapers in that no exhaust steam is discharged into the air. It is all conducted and returned to the boilers.

In the winter, it passes through the radiators prior to condensation, and when the heating plant is not in operation the return journey is made by another system of pipes.

The boiler plant consists of six units, with total horsepower of 5,500. The maximum heat consumption is about 208 gross tons a day at the rate of 7,800 tons annually. The coal used is No. 2 buckwheat, produced at the Delaware, Lackawanna & Western mines. It is dumped from the trucks into chutes leading to the bunkers and then distributed to the boilers by means of small cars pushed by hand. The bunkers have a tonnage capacity of 700 tons, which will shortly be increased to 1,200 tons.

Two New Alaska Bills

The last furnace of the U.S. Steel Company at Gadsden, Ala., was lighted on December 10 after a shutdown of several weeks for re-

LARGEST ELECTRIC FURNACE WILL BE BUILT AT LEBANON

Liquid Steel Will be Refined to Be Run into Billets: American Company's Plan.

What will be the largest single electric furnace ever built in any type for the refining of steel in the world has just been contracted for by the American Iron & Steel Manufacturing Company of Lebanon, says The Iron Trade Journal. This company, after several years of exhaustive investigation of electric steel-making processes, has adopted the method of using large electric furnaces, which have closed contracts with Siemens & Halske of Berlin, Germany, represented in this country by Dr. K. C. Frank of 90 West street, New York City, for the construction of two 20-ton induction furnaces of the Frisch type.

These furnaces will be of double ring type and will be run on five cycles, single phase, with a current of about 5,000 volts. The power requirements of these furnaces will be 1,800 kilowatts each. Two new generators will be required to be installed by the company to cover this need. The method of drive for these generators has not yet been determined.

The new furnaces will refine liquid steel, which will be taken from a group of 50-ton open-hearth furnaces now under construction. The refining capacities will be from 300 to 300 tons per furnace daily, making a total capacity of 400 to 400 tons daily. The steel produced by this process will be rolled into billets on a new mill now being built and will then be worked up into bars, nuts and bolts, spars, and other articles of the company.

It is expected that the electric furnaces installation at Lebanon will be completed and put in operation the latter part of 1914. The new open hearth capacity will go into commission earlier. The electric furnaces are to be built in this country under contract.

PENNSYLVANIA ALTITUDES

More Than 2,700 Points Are Properly Recorded by U. S. Surveyors

The United States Geological Survey has published a series of reports containing the results of surveys in all parts of the country and giving the exact elevations or altitudes of a great number of points. One of these reports—Bulletin 518, "Results of Spirit Leveling in Pennsylvania, 1899 to 1911"—is available for free distribution and can be obtained by applying to the Director of the Survey at Washington. The work during the period covered by the report was done in cooperation with the Topographic and Geological Survey Commission of Pennsylvania.

The bulletin gives the exact elevations above mean sea level of about 2,700 points in the state, in addition to nearly 250 secondary elevations from records and topographic maps of the United States Geological Survey, including altitudes of well-known summits, elevations of points of reference, and other useful information.

These elevations have been determined by the Survey in connection with its topographic surveying to engineers and surveyors this publication should be of great advantage, as the elevations which have been accurately determined afford a starting point for a survey of any kind that may be contemplated.

RECENT PATENTS.

Of Special Interest to the Coal and Coke Trade.

The following recently granted patents of interest to the coal and coke trade are reported expressly for The Weekly Courier by W. G. Doolittle, Patent Attorney, Park Building, Pittsburgh, Pa., from whom copies may be procured for 15 cents each:

Bit for mining machines. Justice J. M. Foster, Jr., Illinoian, assignee of one-third to W. A. Brewerton, Chicago, Ill., and one-third to Harry Thomas, Harrisburg, Ill., No. 1,081,131.

Alincar wheel. Walter M. McCoy, Birmingham, Ala., assignor to Charles E. Foster, Birmingham, Ala., No. 1,081,115.

Miner's cap. David F. Brubaker, Glen Campbell, Pa., No. 1,081,159.

Mining machine. Henry B. Dierdorff, Columbus, O., assignor to The Jeffrey Manufacturing Company, No. 1,081,818.

PUBLIC SERVICE COMMISSION

Will Begin Business at Harborside on January 8.

The Pennsylvania Public Service Commission has fixed January 8 as the date for its first meeting. It will then assume its full regular authority granted by the law. Legislation over some 30 classes of public service corporations.

It will also be authorized to pass upon necessity for all charters of water, railway, gas, electric and other corporations to issue certificates of approval of increases of stock or debt although having no direct authority over increases.

The organization of the accident, investigation, statistical and other bureaus of the commission will begin immediately.

The organization of the accident, investigation, statistical and other bureaus of the commission will begin immediately.

Patent on Approval.

The Monongahela railroad has been granted permission to build a bridge near New Geneva, Fayette county, by the Pennsylvania Water Commission.

PATENTS

United States and Foreign Trade Marks, Copyrights.

W. G. DOOLITTLE, PATENT ATTORNEY, Park Bldg., Pittsburgh, Pa.

LIST OF COKE OVENS IN The Lower Connellsville District

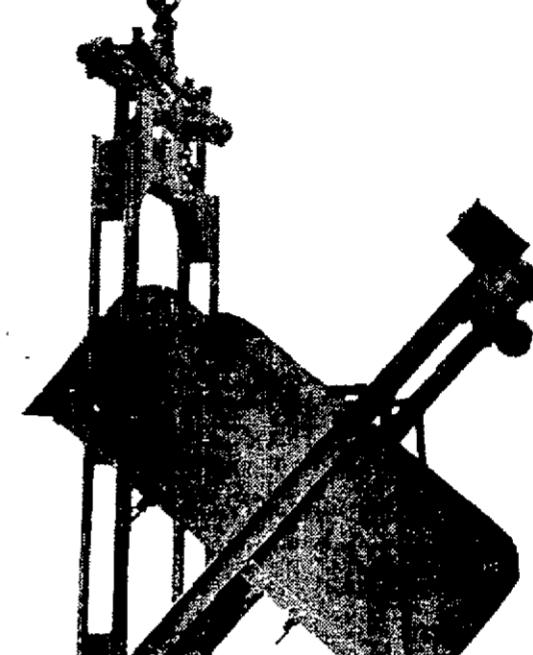
With Their Owners, Address and Ovens in Blast Corrected to Saturday, Dec. 20, 1913.

Total Ovens	No. Blast	Name of Works.	Name of Operators.	P. O. Address.
45	160	Alton	Adam Coke Company	Alton, N. Y.
200	200	Alton No. 1	W. J. Palmer	New York.
40	40	Anita	The Wilkes & Feather Coke Co.	Unincorporated.
20	20	Baxter	Baxter Ridge Coal & Coke Co.	Unincorporated.
20	20	Baxter Ridge	Baxter Ridge Coal & Coke Co.	Pittsburgh.
42	42	Bridgewater	H. C. Frisch Coke Co.	Bridgewater.
40	40	Brier Hill	Brier Hill Coke Co.	Brier Hill.
20	20	Brownsville	Brownsville Coke Co.	Unincorporated.
40	40	Brownsville	H. C. Frisch Coke Co.	Brownsville.
24	24	Century	Century Coke Co.	Pittsburgh.
40	40	Champion	Champion Connellsville Coke Co.	Unincorporated.
10	10	Colonial No. 1	H. C. Frisch Coke Co.	Colonial.
150	150	Colonial No. 3	H. C. Frisch Coke Co.	Colonial.
10	10	Coville	Sunshine Coal & Coke Co.	Unincorporated.
14	14	Darby	H. C. Frisch Coke Co.	Pittsburgh.
20	20	Dewitt	Consolidated Connellsville Coke Co.	Unincorporated.
40	40	Donald No. 1 & 2	The Bixler Coal & Coke Co.	Bixler.
16	16	Dunn	H. C. Frisch Coke Co.	Dunn.
40	40	Eberholt	Westmoreland Gas Coal Co.	Pittsburgh.
20	20	Elmwood	H. C. Frisch Coke Co.	Elmwood.
20	20	Emerson	Sunshine Coal & Coke Co.	Unincorporated.
20	20	Fairfield	South Fayette Coke Co.	South Fayette.
20	20	Finkley	H. C. Frisch Coke Co.	Finkley.
20	20	Forrest	J. C. Frisch Coke Co.	Forrest.
20	20	Francis No. 2	Sunshine Coal & Coke Co.	Unincorporated.
20	20	Garrison	Southern Peabody Coke Co.	Unincorporated.
20	20	Genuine	General Connellsville Coke Co.	Unincorporated.
20	20	Glenwood No. 1 & 2	Connelville Central Coke Co.	Pittsburgh.
20	20	Herbert	James H. Roover ...	Herbert.
20	20	Hillside	H. C. Frisch Coke Co.	Hillside.
20	20	Hoppe	Hoppe Coke Co.	Hoppe.
20	20	Imperial	McKeesport Coal & Coke Co.	Imperial.
20	20	Isabel	Isabella Connellsville Coke Co.	Pittsburgh.
20	20	Jackson	Atta Coke Co.	Jackson.
20	20	Lafayette	H. C. Frisch Coke Co.	Lafayette.
20	20	Lakeview	H. C. Frisch Coke Co.	Lakeview.
20	20	Larkspur	H. C. Frisch Coke Co.	Larkspur.
20	20	Lebanon	Franklin Coke Co.	Lebanon.
20	20	Leon	H. C. Frisch Coke Co.	Leon.
20	20	Low Price	Connellsville Central Coke Co.	Low Price.
20	20	Markham	Luzerne Coal & Coke Co.	Markham.
20	20	Martin	Connellsville Central Coke Co.	Martin.
20	20	McKeesport	McKeesport Coal & Coke Co.	McKeesport.
20	20	Miles	H. C. Frisch Coke Co.	Miles.
20	20	Montgomery	Richardson Coal & Coke Co.	Montgomery.
20	20	Mountaineer	W. J. Parshall	Mountaineer.
20	20	Old Home	Puritan Coke Co.	Old Home.
20	20	Parshall No. 1	Puritan Coke Co.	Parshall No. 1.
20	20	Parshall No. 2	Puritan Coke Co.	Parshall No. 2.
20	20	Plumier	Plumier Coal Co.	Plumier.
20	20	Ridge	H. C. Frisch Coke Co.	Ridge.
20	20	Rich Hill	H. C. Frisch Coke Co.	Rich Hill.
20	20	Ridge	H. C. Frisch Coke Co.	Ridge.
20	20	Royal	W. J. Rainey ...	Royal.
20	20	Searight	Faygate Coke Co.	Searight.
20	20	Shanksville	Connellsville Central Coke Co.	Shanksville.
20	20	Sterling	Connellsville Central Coke Co.	Sterling.
20	20	Tower Hill No. 1	Tower Hill Connellsville Coke Co.	Tower Hill No. 1.
20	20	Tower Hill No. 2	Tower Hill Connellsville Coke Co.	Tower Hill No. 2.
20	20	Washington No. 1	Washington Coal & Coke Co.	Washington No. 1.
20	20	Washington No. 2	Washington Coal & Coke Co.	Washington No. 2.
20	20	Whiteland	Whiteland Connellsville Coke Co.	Whiteland.
20	20	Whirl	Whirl Coke Co.	Whirl.

Connellsville Machine & Car Co.

MANUFACTURERS OF

Automatic Self-Dumping Cage



THURSDAY, DECEMBER 25, 1913

THE WEEKLY COURIER
A Weekly Journal of Information
and Entertainment
for the People of Fayette County

Editor, The Courier Building, 127½ W.
Main Street, Connellsville, Pa.
Subscription, \$1.00 per year.

ADVERTISING
DISPLAY rates on application.

READER'S GUIDE to the right will
enable you to find your way about.

LEGAL—Ten cents per line for first
insertion, and five cents per line for
each additional insertion.

THURSDAY MORNING, DEC. 25, '13

GOVERNMENT OWNERSHIP.

Government ownership of the telegraph and telephone systems of the country has been suggested by President Wilson. The Postmaster General has promptly recommended the acquisition of the telegraph system. He is not so sure about the telephone lines, but he inclines to the view that they should be taken over by the Government. This is a progressive idea; it is finding the guiding hand of the Great Comptroller. Chautauqua's Bright Star Illuminates the Purple Way in which we feel are set. It is not the straight and narrow path the Democratic Fathers trod. Jefferson, Tilden and Cleveland demanded centralized power as dangerous to the republic.

But the same reasons which were advanced for the establishment of Government post may be made to apply to Government, telephone and telegraph systems, and their original opposition to them seems well founded. This will mean more Government employees, more political patronage and added infringement to parties in power, but it is a natural sequence of existing conditions.

By the same rule of reasoning, the Government should take over the Post Office Department. It has already undertaken the larger portion of this business through its Parcel Post system. In justice to the express companies it ought to relieve them of the other and less profitable portions of the business.

When these systems shall have been acquired, the Government will soon find itself under the necessity of seriously considering the absorption of the railroad systems of the country. The Government, overhauled politically, would like to make this proposition. Railroad ownership and operation will be justified if not demanded by the same logic which urged former acquisitions. In the case of the railroads there will be something of a moral obligation. The Government has taken up the cause of minimum rates and to a large extent of regulating the wages paid to their employees, and unless it allows the advance in freight rates they are asking most of the railroads will soon be run by receivers. They are run by the Government, the South and the West, because business is booming.

An inflated currency is capable of doing the nation more damage than temporary contractions can possibly do.

EMBRYONIC ONLY.

Connellsville has received its city charter and The Herald is as proud of it as a child with a new toy right from the Christmas tree.

We recall a similar joyous occasion when we were a city. If we remember correctly we buzzed some about it.

But the court happened along, chided us with the legend, "Embroionic City," set us down in a corner and told us to wait another few years.

As has already been pointed out in the preceding article, one way to get rid of this situation may be materially improved and possibly the whole industrial situation saved to renew prosperity, and that is by the glorification of the advance in freight rates asked by the railroads. The railroads, after all, are not in the waiting list.

It is following in the footstep of the First City of Fayette and in several years behind as usual.

A benevolent combine.

The American Telephone and Telegraph Company has known to be the customers of the majority of the telephone companies and popularly called the Telephone Trust because of its dominating influence in telephone and telegraph circles, has surrendered to the Government and agreed to sell its stock holdings in the Western Union Telephone Company. It is also aiding in the organization of independent telephone companies.

Under such regulation the Telephone Trust will be changed from a business bureau to a benevolent corporation, from a menace to society openly and are always ready to profitably business and do business.

"The Feathered Trust" or Why Does a Chicken Cross the Cemetery?" will be presented with living illustrations in open court.

For some years past army recruits

have been hard to get, now more

attracting characters are

than than can be enlisted.

They hunting for war, or hunting for job or both?

Democratic rule in Congress has

set a new record. Dictator

Woodrow Wilson and Joe

Woodrow is a principal

progressive.

There is no politics about the foreign exodus. It speaks for itself.

Japan has undertaken the doubtful

contract of vanquishing the Huanan

administration with arms and ammunition.

Perhaps the Japs are taking the

morale of the nation in the hope

of foreclosing and acquiring the prop-

erty of the Republic party and its Protection

policy. It is a wonder Pennsylvania

is Republican in politics.

The Chicago postal clerks have threat-

ened to strike if not paid

within two weeks.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

The mother is charged with

entering the home of a relative of her

husband ostensibly to visit him.

Colonel Roosevelt, a widow, has

been charged with the boy shall be restored to her.

The youngster, George Laven Eber,

was killed by his mother several

years ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

husband.

Colonel Roosevelt kept cool until he

was married to his mother several

weeks ago. It is alleged, following

a brief in divorce against her

</div

I WILL HOLD A DAY SESSION TO FRAME ORDINANCES

**Transact Little Business at
Weekly Meeting but
Plan Big Work.**

MEET AGAIN ON FRIDAY

**Organization of Police and Fire
Departments, Drafting of a Penal
Code and Deciding Duties of
Adviser Art of Work Mapped Out**

The weekly meeting of the city council Monday developed into a session of affairs no business of importance was transacted and various matters were discussed informally. Virtually nothing was done except to award a few contracts for paving and adopt the city seal. Herself the coke oven will come to its own as a part of Commissioners' affairs for the disposal of the old coke ovens.

Several ordinances were introduced but they were withdrawn and council decided to hold an all-day meeting tomorrow for the purpose of whipping all of these into shape. Ordinances regarding the conduct of the police and the departments, fixing the salary and bonuses, arranging the duties of the officers, the drafting of a penal code and one creating a board's health will be discussed during the day the council will meet formally in the offices of the city solicitor. That opening will be followed by a special session for the purpose of introducing the measures. This will be passed usually at a meeting next week and the preliminary work the council will be at an end. Passage of these ordinances which it can be governed, succeeds will be had by the city's code committee will be the first to be appointed on the police and fire departments. Mitchell won't be chief and his chances for a job plain clothes man are good.

There is a strong possibility that the new chiefs of the police and fire departments will be brought in from the outside and selected for demonstrating efficiency in their respective lines. It will probably be a month or more before any selections are made.

ANNIVERSARY OF WRECK

Disastrous Limited Tragedy Occurred

Ten years ago Tuesday one of the greatest railroad accidents in the history of the country and the worst in Fayette county—annals of the Duquesne wreck—occurred. Sixty-five persons were killed when the fast passenger train on the Baltimore & Ohio railroad crashed into a pile of timber that had fallen from a freight train at Laurel Run, three miles west of Dawson.

The train, composed of eight passenger coaches and two Pullmans, was running 30 miles an hour about a sharp curve when the locomotive struck the timber. The engine left the track and careened over obstructing both tracks. The cars were strewn about, several of them having gone over the bank into the river. Fifty-one of the passengers were dead when taken out, four died on the hospital and eight others and the conductor passed away in the hospital.

Forty-three bodies were brought to Connellsville and placed in the city hall to await identification, many of them being mangled or burned beyond recognition.

CAPTAIN KALP MISSING

Possess Man Mysteriously Leaves Home.

MOUNT PLEASANT, Dec. 23.—Ad-judicant General Thomas J. Jordan has ordered Colonel Richard Cuthbertson of the Tenth Regiment, N. G. F., to make an invoice of the property belonging to Company E of Mount Pleasant, following the reported disappearance of Captain J. Lloyd Kalp, 30 years ago. He was a member of the company's officers, who revolved in the streets of Somersett, giving the streets their best kick. He was pointed out that he in question has been suspended from the street remains littered material.

Mr. Hooper stated that streets are in better shape than have been at some time, so, in being cases concerned, and safety results are promised.

SOMERSET WEDDING

**Births of Child and Death
Sons of Thomas.**

**SOMERSET, Dec. 23.—Mildred
Price, daughter of Mr. and Mrs.
John Price, and Freeman, son
of Mr. and Mrs. Jacob Niccoloth
of Lower Turkeyfoot townships,**

from the Courier-Citizen, tabloid

sheets from the Connell News

Printing Company and sheets

envelopes and letterheads, the

Frye Printing Company, official

and newspaper.

Connellville Hooper, II, said

the street in front of their firm's

company's property, Ortsburg

Street is in bad condition in

as action is being taken on that

the penal ordinance, which revo-

lves the streets from being kicked.

He pointed out that he in

question has been suspended from

the street remains littered material.

Mr. Hooper stated that streets

are in better shape than have

been at some time, so, in being

cases concerned, and safety re-

sults are promised.

JAMES DAUGHERTY DIES

Came to Coke Region in 1880; A

Veteran Miner.

James Daugherty, 67 years old, died

at 3 o'clock on Tuesday at the home

of his son-in-law, Michael Brady on

Walter Street, following a week's ill-

Up until his final illness Mr.

Daugherty enjoyed good health and

went up street on last Saturday a week

ago.

Mr. Daugherty was born in Donegal

Ireland, and came to this country

in 1880. He was a coal miner for

a number of years before emigrating

to America and other coke

plants in Fayette county.

Mr. H. H. Ogle, and Guy

Groves, son of Mr. and Mrs. E.

Donegal of Elk Lick, township,

Marshall at St. Paul, by Rev.

Edna Rachel, Spouse of Mr. and Mrs. G.

Edgar of Hopewell, and

Margaret Cameron of South Brown-

town.

He was a member of the Immaculate Conception Church, P. J.

Flannigan is a son-in-law.

JUDGE TAYLOR'S FUNERAL

Governor Tener Attends Services at

Washington, Pa.

WASHINGTON, Pa., Dec. 23.—The

body of Justice Frank Taylor

yesterday afternoon was interred

in the family plot in the Washingtontown cemetery.

The funeral services held in

the First Methodist, Episcopcal

Church, were largely attended.

Gov. John K. Tener, Secretary

of the Commonwealth, Robert Mc-

tee, and Governor Tener's private

secretary, W. H. Gaither, were pres-

ent.

Neighboring counties were rep-

resented by lawyers and judges.

Two Pays a Month for the

City Employees is Probable

Bar There Will Be No Christmas Pay

This Year Because of the New

Regulations.

The proposition to pay the city em-

ploys twice a month is being serious-

ly considered by the councilmen and

they will do what they can to

get approved by the Superintendent of

the department of accounts and finance.

The matter has never been

formally broached, although one or

two members of council have had it

informed.

Because it is no longer necessary to

have council pass on each warrant

drawn, the semi-monthly pay day

can be put in force with but little

trouble.

Heretofore council passed the

list of bills each month, but under

the new regulations, the warrants are

issued by the Superintendent of ac-

counts and finance.

The matter has never been

formally broached, although one or

two members of council have had it

informed.

Because it is no longer necessary to

have council pass on each warrant

drawn, the semi-monthly pay day

can be put in force with but little

trouble.

Heretofore council passed the

list of bills each month, but under

the new regulations, the warrants are

issued by the Superintendent of ac-

counts and finance.

The matter has never been

formally broached, although one or

two members of council have had it

informed.

Because it is no longer necessary to

have council pass on each warrant

drawn, the semi-monthly pay day

can be put in force with but little

trouble.

Heretofore council passed the

list of bills each month, but under

the new regulations, the warrants are

issued by the Superintendent of ac-

counts and finance.

The matter has never been

formally broached, although one or

two members of council have had it

informed.

Because it is no longer necessary to

have council pass on each warrant

drawn, the semi-monthly pay day

can be put in force with but little

trouble.

Heretofore council passed the

list of bills each month, but under

the new regulations, the warrants are

issued by the Superintendent of ac-

counts and finance.

The matter has never been

FATHER LAMMING TO FACT BISHOP ON THE CHARGES OF PRIEST

**Belligious Suit is Begun as
Result of Alleged
Desecration.**

PERSON RECTOR IS PROSECUTOR

**Rev. Ostaszewski Takes Ferguson
Case Up to Bishop (Continued After It
is Dismissed by Squire); Complaint
to Apostolic Delegate Will Be Made.**

Rev. M. A. Lambing, rector of the Church of St. John the Baptist at Scottsdale and one of the best known Catholic priests in Western Pennsylvania, has made the demand before the Bishop's Court in Pittsburgh, as the result of his suit against the removal of the body of Peter Swetl from the St. Joseph's cemetery of Evanson. Charges of grave desecration brought before Justice D. M. Bierer of Uniontown against Undertaker William Ferguson of Scottsdale were dismissed yesterday as groundless, but the case was taken up by the Apostolic Delegate, Rev. Ostaszewski, before the Bishop of Evanson, priest, had William Ferguson, the undertaker, arrested, charged with desecrating the grave. In Justice Bierer's court at Uniontown the conditions referred to above were brought out and Reverend Ostaszewski admitted that he had given Ferguson permission to do it. His attorney made an explanation to the court that he had been told nothing about this and is said to have been his client. The case was dismissed following the testimony of one Reverend Lambing and one of the sons of Father Lambing for his parish. He contends that no one is permitted to enter the cemetery without his approval. The cemetery has its own man to look after it, the Rev. Ostaszewski states, and an undertaker has no right to have other relatives admitted, without permission from the priest.

The charges against Reverend Lambing include those of interference in the affairs of the St. Joseph's church and participation in grave desecration.

The trouble between the two churches began with the removal of the body of Peter Swetl from St. Joseph's cemetery, Evanson, to the St. John's cemetery at Scottsdale. It was said that the body was buried in unconsecrated ground because Rev. Ostaszewski claimed him as a relative. Members of the family wished the body removed, and to this end Undertaker William Ferguson of Scottsdale employed him to obtain the state license required. Rev. Ostaszewski officiated at the ceremonies attending the removal of the body and its reburial in the St. John's cemetery, where it now reposes beside the dead man's wife.

Detention of Bierer at Uniontown Saturday was thought out that the removal of the body did not take place at 2 o'clock in the morning, as alleged in the information by Rev. Ostaszewski, but took place at 11 A.M. in the presence of a number of spectators, and not by stealth, as had been charged by Squire. Bierer dismissed the charge.

Discussing his action in preferring charges against the Scottsdale priest, Rev. Ostaszewski says:

"Rev. Lambing cannot call our congregation foreign because we have no jurisdiction from the Bishop of Pittsburgh over the part of our congregation which is present in the United States and its pastor is a loyal citizen to the banner of the Stars and Stripes. We claim also to be good Catholics as the sons of God."

Rev. Lambing is one of the most widely known priests in Pennsylvania. He has been located at Scottsdale for a good many years.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

POSTMASTER TOTES MAIL

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western Pennsylvania has a better knowledge of church affairs than he has, and those who believe he was convinced that any action he may have taken in the matter has been well within the bounds of his authority."

ON SUNDAY MAIL DELIVERY

Postmaster Says Parcel Post Handled 300,000 Packages.

WASHINGTON, Dec. 24.—The law providing the opening of post offices for Sunday mail delivery has paid off.

Efforts to obtain a statement from Father Lambing failed because the Scottsdale priest was in Pittsburgh during the winter, a friend of his said.

"This proceeding will hardly be taken seriously. Father Lambing has violated no law, civil or ecclesiastical. No priest in Western

